

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,295 號五十五百式千叁萬壹第 日肆拾貳月捌年六十二緒光 HONGKONG, THURSDAY, OCTOBER 18TH, 1900. 肆拜禮 號捌十月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

**THE MALARIAL MOSQUITO.**  
IS EFFECTUALLY  
EXTERMINATED BY  
THE JUDICIOUS USE OF  
**WATSON'S HYGIENOL.**  
**A. S. WATSON & CO.**  
LIMITED.  
ESTABLISHED 1841. [1692]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

**NAPIER JOHNSTONES**  
**SQUARE BOTTLE WHISKY**  
The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for—  
**LANE, CRAWFORD & CO.**  
Hongkong.

**JOHN WALKER & SONS**  
**KILMARNOCK WHISKY.**  
This World-renowned,  
Fine Old Highland Whisky is shipped  
by CUTLER, PALMER & CO., and  
is obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 28th July, 1897. [43]

**CUTLER, PALMER & CO.'S**  
PRICE \$10.75 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [42]

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**  
**TIME TABLE.**  
WEEK DAYS  
7.30 a.m. to 8.30 a.m. Every quarter of an hour  
8.30 a.m. to 9.30 a.m. Every ten minutes  
9.30 a.m. to 10.45 a.m. Every quarter of an hour  
10.45 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
Night cars at 8.45 p.m. and 9 p.m. and from  
9.45 p.m. to 11.15 p.m. every half hour.  
SUNDAYS  
8.15 a.m. to 10.15 a.m. Every half hour  
10.15 a.m. to 11.00 a.m. Every ten minutes  
11.00 a.m. to 11.30 a.m. Every quarter of an hour  
11.30 a.m. to 12.30 p.m. Every quarter of an hour  
12.30 p.m. to 1.30 p.m. Every quarter of an hour  
1.30 p.m. to 2.30 p.m. Every quarter of an hour  
2.30 p.m. to 3.30 p.m. Every quarter of an hour  
3.30 p.m. to 4.30 p.m. Every quarter of an hour  
4.30 p.m. to 5.30 p.m. Every quarter of an hour  
5.30 p.m. to 6.30 p.m. Every quarter of an hour  
6.30 p.m. to 7.30 p.m. Every quarter of an hour  
SPECIAL CLERK by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st May 1899. [4250]

**VICTORIA  
CYCLE  
EMPORIUM.**  
THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOL" CYCLES  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a specialty.  
**MCKIRDY & CO.**  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 3rd November, 1899. [3500]

**RUINART PERE & FILS REIMS**  
Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
**LAURE WEGENER & CO.**  
Sole Agents.  
Hongkong, 17th May 1899. [162]

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
\$5.00 per Cask of 57½ lbs. net wt. Factory.  
\$5.00 per Bag of 250 lbs.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900. [1696]

**SCHLITZ WORLD FAMED  
BEER**  
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
**TONIC AND REFRESHING.**  
SOLE AGENTS—  
**WATKINS, LIMITED,**  
CHEMISTS, AERATED WATER MANUFACTURERS, AND  
COMMISSION AGENTS,  
HONGKONG. [1124]

**BISMARCK & CO.,**  
27 & 28A, PRAYA CENTRAL.  
NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215a]  
JUST LANDED.  
Ex S.S. "OLDENBURG."  
**KUPPER'S PILSENER BEER.**  
THE MOST POPULAR OF LIGHT BEERS. THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS  
BRIGHT AND SPARKLING.  
**CALDBECK, MACGREGOR & Co.,**  
SOLE AGENTS.  
15, Queen's Road,  
Hongkong, 18th October, 1900. [34a]

**COTTAM & CO.**  
**NEW AUTUMN GOODS.**  
AMERICAN BOOTS AND SHOES.  
WOOLLEN UNDERWEAR.  
HATS, SHIRTS and EVENING GEAR.  
**LANE, CRAWFORD & CO.**  
(TAILORING DEPARTMENT).  
**WINTER SEASON.**  
**LATEST LONDON FASHIONS.**  
**NEWEST & BEST MATERIALS.**  
DRESS SUITS from ... \$65.  
TWEED LOUNGE SUITS from ... 35.  
NORFOLK JACKET SUITS from ... 35.  
SCOTCH TWEED ULSTERS, for Travelling, from ... 50.  
**LANE, CRAWFORD & CO.**  
[32a]

**PHOTOGRAPHIC**  
PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & Co.,**  
17A, QUEEN'S ROAD, HONGKONG. [390a]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**  
\$22.50 PER DOZ. \$20 PER DOZ.  
Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassal.  
**ANOTHER FINE COGNAC, \$16.75 per doz.**  
Less old than the above.  
**DOURO PORT, \$14.25 PER DOZ.**  
A fine, full, and fruity wine.  
**AMOROSO SHERRY, \$20 PER DOZ.**  
**LA TORRE SHERRY, \$16.75 PER DOZ.**  
A natural and most pleasant wine to the taste.

**O. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY, \$10.75 PER DOZ.**  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS: THEY ARE UNEQUALLED AT THE PRICE.  
**AGENTS—SIEMSEN & CO., HONGKONG.** [41a]  
**BENEDICTINE LIQUEUR—D.O.M., \$39.75 PER DOZ.**

**MANILA CIGARS.**  
ALWAYS ON HAND THE BEST MARKS.  
"LA INSULAR" and "LA PERLA DE ORIENTE" FACTORIES  
**J. M. DE ZUNIGA**  
No. 9, QUEEN'S ROAD CENTRAL  
Entrance, 10th House Street (New Victoria Hotel).

**THE ROYAL PIANOS.**  
TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
TO INTRODUCE  
**RACHALS' PIANOS, "THE EVERLASTING." SIX MORE UNPACKING.**  
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE  
FAMOUS MAKERS  
AMERICAN, ENGLISH AND GERMAN.  
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
BY THE MAKERS AND OURSELVES.  
2188a] **THE ROBINSON PIANO CO., LD.**  
**THE VICTORIA DISPENSARY,**  
HONGKONG.  
AERATED WATERS.  
SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. RASPBERRYADE. LEMON SQUASH.  
SARSAPARILLA. TONIC WATER.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

**PARIS EXHIBITION, 1900.**  
**THE GRAND PRIZE**  
(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO  
**JOHN DEWAR & SONS, LTD.**  
SOLE AGENTS—  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD. [36a]

**KELLY & WALSH, LD.**  
• BOOKS BY LAST MAIL. NEW AND RECENT BOOKS.  
THE MASTER CHRISTIAN, by MARIÉ CORELLI ... \$1.50  
Confidential Talks with Husband and Wife. Information and Advice for the Married and Marriageable, by L. B. Sperry, A.M., M.D. ... 2.25  
Nautical Almanack, 1901 ... 1.75  
The Construction of Large Induction Coils, a Workshop Handbook, by A. T. Hays, Illustrated ... 3.50  
Why Kruger made War, or Behind the Boer Scopes, by J. A. Buttery ... 2.25  
Marine Engineers' Board of Trade Examinations. Elementary Questions and Answers, by J. Tod and W. C. M'Gibbon, Illustrated ... 1.75  
Wide World Magazine, Vol. 5 ... 4.00  
Surveying and Exploring in Siam, by J. McCarthy, F.R.G.S., Illustrated ... 6.00  
Landscape Painting in Water Colour, by P. Macwhirter, R.A., 23 Coloured ... 3.00  
Critical Studies, by Ouida ... 1.50  
The Married Miss Binks, by John Strange Winter ... 1.50  
Under Fate's Wheel, by L. L. Lynch ... 1.50  
LETTS' DIARIES, 1901. [30a]  
Stable Management and Exercise, a Book for Horse Owners, by Captain M. H. Hayes, Illustrated ... \$7.50  
China the Long Lived Empire, by Mrs. E. R. Seligman, Illustrated ... 5.00  
European Settlements in the Far East, Map and Illustrated ... 3.50  
Sports for Girls, Illustrated ... 70  
China and the Present Crisis, with Notes on a Visit to Japan and Korea, by J. Walton, M.P. ... 1.50  
Village Life in China, by A. H. Smith ... 4.00  
Chinese Characteristics, by A. H. Smith ... 3.00  
The "Overland" to China, by A. R. Colquhoun ... 0.50  
China in Transformation, by A. R. Colquhoun ... 0.50  
China in Decay, by Alexis Krausse ... 3.50  
THE NUTTALL ENCYCLOPEDIA OF UNIVERSAL INFORMATION.  
16,000 ORIGINAL ARTICLES, \$2.25.  
SANDOW'S OWN COMBINED DEVELOPER.  
Sole Agents for China and Japan. [30a]

**AUCTIONS**  
**PUBLIC AUCTION.**  
THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (THURSDAY), the 18th October, 1900, at 2.45 p.m., at No. 6, Cameron Villas, the Peak (the Residence of Col. WHEELER), THE WHOLE OF HIS HOUSEHOLD FURNITURE, Comprising—  
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE, &c., &c.  
Full Particulars can be seen from Catalogue. On View from Wednesday, the 17th October. TERMS—As Customary.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 13th October, 1900. [2648]

**PUBLIC AUCTION.**  
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (FRIDAY), the 19th October, 1900, at 11 a.m., at the HONGKONG and KOWLOON GODOWNS, Kowloon, 12 LENGTHS CHAIN 21" 105 FATHOMS do. 11" 7 PICES do. 11"  
TERMS—As Customary.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 6th October, 1900. [2600]

**JUST LANDED.**  
**FRESH AUSTRALIAN SELECTED CREAMERY BUTTER (Crown Brand) FRESH AUSTRALIAN CREAMERY BUTTER (in Glass Jars), FRESH AUSTRALIAN CHEESE, American and English FRESH PROVISIONS, CRYSTALLIZED and DRIED FRUITS, and various kinds of SWEETS.** Prices Moderate.  
**JEEJEEHOY & CO.,**  
190, Hollywood Road.  
Hongkong, 17th October, 1900. [2669]

**WANTED.**  
**A SMALL HOUSE or BUNGALOW (UNFURNISHED) on lower level, OR A FLAT, consisting of Two or Three ROOMS, with BATHROOM, &c.** Offers to—  
Care of Office of this Paper.  
Hongkong, 5th October, 1900. [2582]

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7.  
**INSURANCE.**  
THE STANDARD LIFE ASSURANCE CO.  
POLICIES UNCHALLENGEABLE.  
Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved.  
Forms of Proposal and all particulars may be obtained from  
**DODWELL & CO. LIMITED,**  
Agents.  
Hongkong, 9th November, 1899. [2-1873]

**HOTELS.**  
**HONGKONG HOTEL**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout.  
Wines and Groceries imported specially from Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE. [44]

**THE PEAK HOTEL.**  
City Office: 7, Duddell Street. [1023]  
**HOTEL CRAIGIEBURN.**  
**PUNKET'S GAP, THE PEAK, near the Tram Terminus.**  
Tel. 56.  
For Terms, apply to the MANAGER.  
Hongkong, 2nd July, 1900. [1029]

**THE WAVERLEY HOTEL.**  
ICE HOUSE STREET, HONGKONG.  
A  
**FIRST-CLASS PRIVATE HOTEL.**  
— Handsomely, Furnished and Exceedingly Spacious Rooms.  
Very MODERATE TERMS to FAMILIES, by the DAY, WEEK or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.  
The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent; under Experienced Management.  
Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [46]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First class and well-famed establish-ment is pleasantly situated in the centre of PRAYA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINGKEE" [1919]

**VICTORIA HOTEL.**  
SHAMEN—CANTON.  
THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords splendid Accommodation for 40 to 50 Visitors.  
The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Travellers.  
Excellent Cuisine and best Wines.  
The Hotel's Boat boards all Steamers on their arrival and departure.  
Telegraph address "Victoria, Canton."  
**A. E. C. and A. I. Codes used.**  
**MADAR & FARMER,** T. F. DA CRUZ, Proprietors.  
Hongkong, 18th November, 1899. [44]

**Dr. NOBLE,**  
**DENTAL SURGEON.**  
HAS returned to the Colony and RE-SUMED PRACTICE.  
Hongkong, 19th September, 1900. [2453]

**HOTELS.**  
**NOTICE.**  
TRAVELLERS are invited to visit the WINDSOR GARDEN AND RES-TAURANT just established next to Happy Retreat, near the Race Course. It can be over-looked from the Bowen Road Bridge.  
Hongkong, 1st September, 1900. [2323]

**KOWLOON HOTEL.**  
THIS HOTEL is situated in a quiet locality, away from the din and distur-bance of the City, and surrounded by a deligh-tful Garden. It is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hong-kong.  
Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE,** J. H. DOWNS, Proprietor. Manager.  
Hongkong, 8th September, 1900. [2378]

**RAFFLES HOTEL, SINGAPORE.**  
SITUATION UNSURPASSED.  
THE Finest Hotel in the East, Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.  
CURRIES A SPECIALITY  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.  
**SARKIES BROTHERS,**  
Proprietors.  
Hongkong, 10th August, 1900. [2319]



## INTIMATIONS.

**BROWN, JONES & CO.**  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

**A. S. WATSON & CO.,**

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vineyards, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

**PORT & SHERRY**

from the famous house of

**GEORGE SANDEMAN, SONS & CO.,**  
OF LONDON, OPORTO & XERES.

the name of which firm is the

HALL-MARK AND GUARANTEE of

EXCELLENCE.

SOLE AGENTS—

**A. S. WATSON & CO., LIMITED,**

HONGKONG DISPENSARY.

## DEATH.

At No. 4, Mountain View, Peak, Hongkong, on the 17th October, at 12.45 p.m., DORINDA SARAH (DORA), the beloved wife of John William Jones, Acting Deputy Registrar of the Supreme Court, aged 55 years.

**The Daily Press.**

HONGKONG OFFICE: 14, DES VUEX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 18th, 1900

The expression invented by the *Times* for the force under the control of the Generalissimo of the allied troops, "the European steam-roller," is a distinctly happy name in one respect at least. The expedition to Paotingfu has been conducted with all the slow dignity of a steam-roller—though the actual march from Tientsin and Peking to the city was fairly rapid, owing to lack of opposition from the Chinese. But among the peculiar properties of a steam-roller, other than its slow pace, the most notable is its crushing effect. Will "the European steam-roller" perform its work in the same thorough way? The move on Paotingfu has failed for the most part to attain its object, owing to the discussion and delays which preceded the departure of the expeditions. When the allied troops arrived there they discovered the city practically deserted and all the treasure, both Government and private property, safely removed beyond the possibility of capture. The Allies have left to them the bare satisfaction of removing Paotingfu, as far as its mere buildings are concerned, from the face of the earth, but the punishment has been shorn of its impressive character. There is an atrocious crime to be avenged, and the destruction of a few empty houses will not weigh much in the balance against it. But presumably the question which our Tientsin correspondent asks—Will Paotingfu be burnt to the ground?—will be answered in the affirmative.

It is difficult to see what will be the course of events in the immediate future. The German Government, as the *Ostasiatische Lloyd* cable from Berlin on the 11th inst. stated, replied to the Yangtze Viceroy's anxious protests against the extension of operations into Shantung that the question had not been taken into consideration. Now, how-

ever, we hear of the retreat of twelve thousand defeated Boxers from Chihli into Shantung, and in these circumstances it is hardly possible that an extension of operations can be avoided, unless YUAN SHIKAI is strong enough to deal with the rebels himself. But except in event of sheer necessity it is to be hoped that it will be possible to fall in with the wishes of the loyal Viceroy, for an estrangement of them would have a disastrously encouraging effect on the reactionary party at the Imperial Court, which already seems to have recovered some of its strength. Late Shanghai papers report that supplies are flowing from the Yangtze region to the Court at its new headquarters at Hsianfu, and until this is stopped the task of starving the Chinese Government into a reasonable attitude is beyond the power of the Allies. But the latter are in a position to demand that the Yangtze Viceroy and YUAN SHIKAI shall adhere to their declaration that they cannot send food and money to Hsianfu. As long as the Court continues to be influenced in any degree by Prince TUAN it must be considered hostile and usurping, and therefore not to be assisted by those of the Chinese who are doing their best to quell the Boxers. The agreement between the Powers and the Yangtze officials requires this. The latter months ago recognised that the edicts issued in the Emperor's name were not genuine edicts; but they seem still to pay an exaggerated regard to the Imperial seal, which it seems more than probable is even now being manipulated by Prince TUAN and his perhaps in his sole possession, as indeed one of the reports from the north states. A continuance of this condition of affairs will nullify the past good work of the Viceroy and Governors who have their country's best interests at heart. Thus while the Powers are slowly and reservedly approaching the discovery of a common basis for negotiations with China, the danger is growing greater that the so-called Government of that Empire will find means of holding out against the Allies' demands and continuing the policy of procrastination which has served them so well up to now. But if the supplies from the Yangtze and coast provinces are cut off, a term is put at once to this typical Chinese policy, and negotiations can begin in earnest.

As a Chinese boy was going on errand on Tuesday a man struck him in the face and took some money from him. Fortunately the man was caught, and yesterday he was sentenced to three weeks' hard labour.

Early yesterday morning a district watchman saw a Chinaman near the Ching Hing Theatre dragging a couple of wooden spars along. He took him to the Police Station and enquiries disclosed the fact that the man was taking away something which did not belong to him, for doing which he has been sentenced to three weeks' hard labour.

Within the last few days the Inspectors and Sergeants in charge of the different police stations have been seen going towards the Central Police Station with small bottles in their hands, the bottles bearing the label "Mosquitos from Aberdeen," or wherever they may have been brought from. It seems that the specimens are to be examined by Dr. Thomson, the Gael doctor, who wishes to examine them with a view to investigating the theory as to the transmission of disease by mosquitos.

An Indian named Ahmed who appeared at the Magistracy yesterday seems to be a terror to those living in the same house as himself. At any rate a European seaman out of employ told Mr. Hazeland yesterday that the defendant chased him round his room and acted in so threatening a manner that he went to the Police Station and reported the matter. Sergeant Grant was sent back with the complainant. Before they could reach the house they met the defendant in the street. As soon as he caught sight of the complainant the defendant took off his coat and wanted to fight. For being disorderly in a public street the man was bound over to keep the peace.

Two firemen from the British steamer *Elm Branch* appeared before Mr. Hazeland yesterday, one of them charging the other with assaulting him with a knife. The complainant was a Japanese calling himself Charles Tokyo, and the defendant an unprepossessing Mexican named Manuel Vilchean. The complainant's story was that at about eight o'clock on Tuesday morning he was having breakfast with the defendant, and being without sugar he asked the defendant if he would please let him have some of his. The defendant refused, and the complainant then got up and fetched some bread. When he returned the defendant got up and struck him in the face with his fist. Then the defendant went to his bunk and came back with a knife, with which he cut him on the face and side. The cuts, however, were but slight. A European fireman corroborated. The Captain of the steamer gave the defendant a bad character, saying that this was not the first time he had used a knife. The defendant's story was that he was at breakfast with the complainant when the latter took some of his sugar, and when he remonstrated with him he said he should take it. They then struggled. The defendant had in his hand a knife with which he had been cutting bread, and in the struggle the complainant got cut. His Worship thought one was as bad as the other and gave the defendant the option of a fine, or being ordered to pay \$10, or 14 days.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

We have received a copy of the new rules for the Hongkong Football Challenge Shield, printed by Messrs Noronha and Co.

It is reported in a despatch from Phyang Yang that an English overseer of the Unnam mine was recently murdered, and that his murderer is still at large.

The Hongkong Hockey Club will play a match against the officers of the Royal Artillery on the Club ground at the Happy Valley this afternoon, commencing at 4.30 p.m.

When the British transport *Ashmore*, from Weihaiwei, had finished loading her cargo of anthracite coal from Messrs. Jardine, Matheson & Co.'s shed at Yokohama Cho, it was found that the quantity was 200 tons short, and it is believed that amount has been stolen. The loss will come to about 12,000 yen.

Yen 300,000 have been paid by the Toyo Kisen Kaisha, the owners of the *Hongkong Maru*, *America Maru*, and *Nippon Maru*, for the P. and O. steamers *Rosetta* and *Bohilla*. It is not the fact, as reported in a contemporary, that a new company is to be started to run the steamers on the North China line.

The *Japan Advertiser* learns that towards the end of a severe storm on the 5th inst. the heavy landing stage of the Norddeutscher Lloyd at Yokohama, weighing two and a half tons, was lifted bodily from the pier by the wind and blown into the bay. It was afterwards washed ashore at Kanagawa, with one side somewhat damaged.

The *Nichi Nichi*'s Seoul correspondent reports that Mr. Sands, adviser to the Household Department of the Korean Government, was badly injured on the head by a fall from horseback in front of the Russian Legation on the evening of the 23rd ult. It is rumoured, however, that he was really attacked by some Koreans who entertained animosity towards him.

The arbitration case between the Nippon Boyki Shokai and Messrs. Butterfield and Swire came up for hearing at the Yokohama Chihō Saiminsho on the 3rd inst. The applicants claimed 400 yen for damage to lead pipes shipped by them on the respondent's steamer *Stentor*. The respondents stated that the damage was caused by imperfect packing, and that as it was placed by their appraiser at 48 yen, they were willing to settle the case for 50 yen. As both of the parties refused to make concessions, Judge Matsuda said that it was impossible to arbitrate. The matter therefore remains *in statu quo*.

In the Yokohama Chihō Saiminsho on the 3rd inst., before Judge Sato Hakusei, Messrs. Middleton & Smith, exporters and manufacturers' agents, of Yokohama, were declared bankrupt on the petition of the Hongkong & Shanghai Bank. The debts of the firm are estimated at over 230,000 yen, including 40,000 to the above-mentioned Bank and about 190,000 to the Chartered Bank, and Russo-Chinese Banks. All property held in the name of either of the two members of the firm, as well as that held in the firm name, is attached.

On the 25th ult. Messrs. Weber, Lohmann and Company despatched the steamer *Hyson* from Sydney to Japan with a cargo which is perhaps unique in shipping history at this port, states the *Sydney Morning Herald*. The vessel is taking 6,000 tons of fodder, coal, and stores, and has stalls fitted up for 900 horses. Five hundred were shipped at Sydney, and the balance of the shipment were put on board at Bowen. This lot completes the contract which was placed in their hands some time since, namely, to send 1,750 Australian-bred horses to China as German remounts. The *Beaver*, belonging to Messrs Howard Smith and Co., took 600 last week, and the *Ros Dava* 250. The animals on board the *Hyson* occupy the main deck and the tween deck.

The other day a charge was brought against Pang San, boatswain on the steamer *Suisung*, who was charged with being in possession of prepared opium without a permit. Among those who gave evidence was Sergeant Garrod. The Sergeant said he visited the *Suisung* with eight excise officers. He informed the mate that he was going to search the ship and passengers for opium. He then asked an excise officer where they intended to search first, and he answered "The boatswain's room." He accompanied the excise officers there and found in the room a man who said he was the quartermaster. He told him to fetch the boatswain, and he did so. When the boatswain arrived he told him he was going to search his boxes and bunk, which he proceeded to do in his presence, the only remark he made being "All right, go on." They found four tins of prepared opium—about 20 tins—underneath the man's box, and in consequence he was arrested. The Magistrate, however, was not satisfied as to the guilt of the boatswain, who said he did not know that the opium was in his room and that it must have been placed there by someone who had a grudge against him. He accordingly discharged the man. At the Magistracy yesterday Mr. Gedge applied for a rehearing. He contended that the mere fact of the man being found in possession of the opium was sufficient to convict him, unless he could show that there was good reason to believe that he did not know that the opium was there, and that it had been placed there by somebody else. Ultimately His Worship decided to grant the rehearing provided that it was understood that the informer would be called to give evidence. This suggestion was agreed to. The steamer, however, will not be in the harbour until about three weeks hence. His Worship observed that the informer who was brought before him the other day in another case broke down. He contradicted himself in every line.

Thirty-five inches of rain fell at Calcutta during the last four days of September.

Viscount Aoki, Japanese Minister of Foreign Affairs, has tendered his resignation.

It is reported that no less than 175 of the crew of the Japanese cruiser *Iwakushima*, now in Shanghai, are down with dysentery.

Cattle-shippers at Brisbane are sending large consignments of bullocks and sheep to Taku. The last steamer to leave for China was the *Maori King* on the 24th ult.

The transport *Jinsen Maru* has landed at Moji some guns and munitions of war captured in North China. The transport *Sakuta Maru* has also taken across to Japan captured war material.

On the 2nd inst. the case of Gay v. Goto came up for hearing at the Yokohama Chihō Saiminsho. The Plaintiff, Mr. A. O. Gay, representing Messrs. Walsh, Hall & Co., claimed 480 yen as the balance due for goods sold to defendant during the past three years, and also that the defendant be ordered to take delivery of all goods ordered by him. The defendant stated that he had never had any business transactions with the plaintiff, and that he had fulfilled all obligations contracted with Messrs. Walsh, Hall & Co. He also stated that he had never written the letters produced in evidence by the plaintiff. The case was adjourned to the 25th inst.

The naval court martial which met at Cossinatt to inquire into the sinking of the British steamer *Crown of Arragon* at Port Arthur by the Russian first-class cruiser *Vladimir Monomach*, has found that Prince Oukhtomsky, commanding the warship, did not use proper precautions, but the fact that the currents at Port Arthur were not accurately known constituted extenuating circumstances. The Prince was merely censured by the Court. The Russian Admiralty has defrayed the cost of raising and repairing the sunken vessel, amounting to about 85,000 roubles, while a further sum of 5,000 roubles had to be expended in making good the damage sustained by the cruiser.

Lieutenant-Colonel Bryan Mahon, who is mentioned in to-day's telegrams as having gained a success in the Transvaal, is a Galway man and only thirty-eight years of age. He joined the 21st Hussars in 1883, and when he got his company he transferred into the 8th Hussars. He was for many years in India, where he won more fame as a hunter than a soldier, and was given the appropriate title of the "Mahout." But when he got his opportunity in the fighting field Mahon soon showed the mettle of his Galway pasture, and became a favourably marked man at once. He won the D.S.O. in the Dongola Expedition four years ago, and two years later got special promotion for his share in the fighting at Adana and Omdurman.

With a view of minimising as far as possible the dangers of accidents at sea a second masthead light has been adopted by the mail companies running to the Colonies. The idea is that a vessel should exhibit two masthead lights in such a manner that they will appear as leading lights, and thus assist the "side" lights, which are often obscured by the brilliancy of the electric lights in deck cabins etc. The extra light (writes the *Melbourne Argus*) is to be shown from the second mast of the vessel, but at a greater height than that on the first mast. The moment that a steamer so equipped appears in sight the observer can tell by the angle of the two lights which way she is proceeding. At present a steamer's single masthead light can be picked up at a distance of eight or ten miles, but her sidelights are not, as a rule, distinguishable beyond a limit of three miles.

Misunderstandings and explanations accompanied the flagship *Royal Arthur* on her arrival at Adelaide on the 23rd ult. Three vessels were at the anchorage getting ready for departure. The *Loch Ryan* dipped her ensign to the flagship, and there was an immediate response from the warship, but the two other vessels took no notice of the *Royal Arthur*, notwithstanding that she dipped her ensign twice to them. The flagship was displeased with this discourteous behaviour, and one of the vessels was called upon for an explanation, which was considered satisfactory. Later in the day the American barque *Quincy* dipped her ensign twice to the *Royal Arthur* without a recognition, the salute not being observed by the warship. The captain of the *Royal Arthur* was annoyed when he was afterwards acquainted with the fact. So was the American captain—we should think.

Rear-Admiral Bradford, Chief of the Bureau of Equipment, will, a Washington despatch informs us, recommend that an appropriation of at least \$25,000 be made, sufficient to make an advance in the equipment of vessels of the navy with the wireless telegraph system. The despatch continues:—Every maritime nation of Europe has been experimenting with wireless telegraphy for its naval service, and the British nation has gone so far as to make arrangements for equipping thirty-two of its vessels with these instruments. The Admiralty some months ago authorised this expenditure of nearly £50,000 in wireless telegraphy experiments, and excellent results have been attained. The Marconi system is not now employed by the English service, and while the system in use is not as satisfactory it is yet of great value. During the August manoeuvres of the squadron a disturbance of the instruments on a vessel of one of the fleets was found to be due to the presence, out of telegraphic range, of a hostile squadron. This (the U.S.) Government has been endeavouring to educate naval officers in operating wireless telegraph instruments, and the system has been installed at the Newport Naval Station.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 16th October, 8 p.m.

COMMANDER-IN-CHIEF GOES TO PEKING.

Count von Waldersee is proceeding to Peking.

DEFEATED BOXERS RETURN TO SHANTUNG.

Twelve thousand Boxers are returning to Shantung, having been utterly defeated near Tsungshan, in Chihli, by Mei, General under the command of Yuan Shikai.

THE EMPRESS'S PARTY.

Kang-yi is reported seriously ill. Yung Lu has been ordered to join the Empress Dowager.

THE CONDITION OF PAOTINGFU.

Paotingfu is almost deserted. All the Government and private treasures have been sent to Honan, owing to the long notice given before the start of the punitive expedition.

SHANGHAI, 17th October, 8.5 p.m.

THE VICEROYALTY OF THE TWO KWANG.

The Mu has declined the Liangkwan Viceroyalty, alleging as reasons his age and infirmity.

REPORTED DEATH OF THE HEIR APPARENT.

The Chinese report a suspicion that the heir apparent, Pu Chun, is dead, explaining the unexpected suicide of the two tutors, Hsu Tung and Duke Chung-yi.

ROMOURED DEGRADATION OF LI HUNG-CHANG.

It is reported that Li Hung-chang has been degraded on account of the surrender of Paotingfu.

LONDON, 16th October, 8.35 p.m.

THE EUROPEAN STEAM-ROLLER.

Referring to the favourable answers to M. Delcassé's Note, the *Times* hopes that the European steam-roller is about to move and bring the Chinese authorities to a sense of their real position. The *Times* applauds Count von Waldersee's move.

THE WAR IN SOUTH AFRICA.

LONDON, 16th October, 8.35 p.m.

BRITISH ACTIVITY IN THE TRANSVAAL.

Flying columns are operating in the Transvaal. General Mahon has had a successful engagement, in which his casualties were 12 killed and 27 wounded.

GENERAL NEWS.

LONDON, 16th October, 8.35 p.m.

THE ELECTIONS.

The Unionist majority is now 131. RED SEA COALING-STATION FOR GERMANY.

The Sultan of Turkey has leased the island of Uraon, in the Red Sea, to Germany as a coaling station.

REUTER'S SERVICE.

LONDON, 16th October.

THE ELECTIONS.

389 (?) Unionists, 184 Liberals, and 80 Nationalists have been elected to date. The Unionists have gained East Aberdeen.

SOUTH AFRICA.

The Boers threaten to attack Philippolis. Col. Groves of the West Kent's surprised a Boer laager near Frankfort, killing and wounding 16 and capturing 18 of the enemy.

GERMAN COALING-STATION IN THE RED SEA.

The Sultan of Turkey has leased to Germany, for 30 years, the island of Uraon in the Red Sea, near Hamaran, as a coaling station.

THE EMPRESS FREDERICK.

A specialist summoned to Cronberg reports that there is no immediate danger.

## THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The U.S. gunboat *Marietta* arrived yesterday from Swatow and left again for Canton. The transport *Ashraf* departed on Tuesday night on her return journey to Bombay.

THE TROUBLE IN KWANGTUNG.

The rebels appear to be retreating still further from the British border. A party who were posted at Sha Wo Kang have left and joined another body at Pak Mang Fa, still another body being stationed not far from the latter place—Sam Cho Chik. Pak Mang Fa is some 25 miles north of Samshui.

It is understood that Admiral Ho proposes to commence his advance on Wougheng at once. The report that the *Handy* fired on a body of the rebels and killed 40 of them seems to have been a canard.

THE REGULATIONS AS TO BACK-YARDS.

AN INTERESTING CASE.

At the Magistracy yesterday afternoon Wong Tsuk Yau, the owner of houses Nos. 29 and 41, Staunton Street, was charged by Inspector Brett, on behalf of the Sanitary Board, with having blocked up the back-yards to those houses.

Mr. Bowley appeared for the prosecution and Mr. Wilkinson for the defendant. Mr. Wilkinson admitted that the back-yards in question had been blocked up, but stated that it had been lawfully done in virtue of a written permission to do so received by the defendant's contractor from the Secretary of the Sanitary Board. He said that the houses in question were two corner houses, one abutting on Staunton Street and Graham Street, and the other on Staunton Street and Peel Street. The building of the houses was commenced last year, the original plans showing no back-yards to these two houses. They were completed according to such plans in April last, but on the usual certificate being applied for to the Sanitary Board, the defendant was refused such certificate unless he pulled down a portion of the back part of the premises and made back-yards in accordance with the provisions of Ordinance No. 34 of 1899, which was about to come into force. The defendant accordingly did what was required. A few months afterwards, having heard that the Sanitary Board had been giving permission to owners of other corner houses to dispense with back-yards, the defendant's Contractor, at the request of the defendant, wrote the following letter to Dr. Clark and sent with it a plan showing the whole of the space at the back of these two houses covered by kitchens:—

"72, Hollywood Road, Hongkong, September 16th, 1900. To Dr. F. W. Clark.

Dear Sir,—I beg most respectfully to write to ask for a permission of exemption from leaving open a back-yard in houses Nos. 29 and 41 Staunton Street, owing to the above mentioned houses being on one side on the border of the cross street about 24 feet wide, and having windows opened facing to the street to communicate with the fresh air. Herewith find the plan of the above mentioned houses by which you will get the idea more plainly. It will be kind enough if your Honour will grant me a permission for the exemption of opening a back-yard in houses Nos. 29 and 41, Staunton Street, at your earliest convenience.—I have the honour to be, Sir, your most obedient servant, (Sd.) TAM CHIN.

Three days later the following reply was sent by the Acting Secretary of the Sanitary Board and with it the plan was returned:— "Sanitary Board Office, 19th September, 1900.

NOS. 29 AND 41, STAUNTON STREET. Sir,—In reply to your letter dated 18th September, applying for exemption from providing back-yards for the above houses, I beg to inform you that the Board have decided to accept these houses as complying with Ordinance 34 of 1899. Plans returned herewith.—I have the honour to be, Sir, your most obedient servant, (Sd.) G. A. WOODCOCK, Acting Secretary."

Mr. Tam Chin. Mr. Wilkinson, submitted that any person possessed of common sense reading these two letters and looking at the plan which accompanied them would necessarily come to the conclusion that the Sanitary Board granted the permission asked for, viz. to dispense with back-yards to these two houses as shown on the plan. That was how his client had construed the Acting Secretary's letter and accordingly he had leisurely, and without interruption by anyone, rebuilt over the back-yards in manner shown on the plan. The work had been finished some time ago, and now, without warning, the Sanitary Board had commanded the defendant to do what they wished. Mr. Wilkinson contended that the Board had given him permission to do so. He argued that it was not open for the prosecution to say that the Sanitary Board had no power to grant such permission, for it must be presumed that what had been done by them officially in this instance had been lawfully done. He further submitted that Sec. 7 Sub-sec. (c) of Ordinance 34 of 1899 empowered the Sanitary Board to grant the permission which he contended had been granted. He objected to any further evidence being given to explain what was said by the prosecution to be the intention of the Acting Secretary of the Sanitary Board in writing that letter of the 18th September.

Mr. Bowley contended that the Secretary's letter of the 18th Sept. was not intended to be, nor was it a grant of permission to obstruct the back-yards or open spaces, but was merely an intimation that the Board had decided to accept the houses as complying with the Ordinance as such houses then were, with back-yards to them, but without windows opening into such back-yards as required by the Ordinance. He submitted that the plan, which accompanied the letter did not show any proposed alterations, and was not prepared in such a way as to show with plainness for the alteration of buildings. He further contended that the Sanitary Board had no power to grant permission to obstruct already existing back-yards. Sub-sec. (d) of Sec. 7 specially provided that "in no case" could existing back-yards be obstructed.

The Magistrate reserved his decision.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Iwato Maru* (Australian Line) left Kobe via Moji and Nagasaki for this port on the 18th inst., and is expected to arrive here on the 23rd inst.

The O. S. S. steamer *Ara* left Singapore on Wednesday, the 17th inst., and is due in Hongkong on the 22nd inst.











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Antonio, Manila. "Victrola" and  
"His Master's Voice" Gramophones.

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HONGKONG  
BUSINESS DIRECTORY.

## BUGGY FOOTBALL.

## BY

## ARTHUR J. GOULD.

## II.

## INTERNATIONAL GAMES, A RECORD

## AND SOME CONCLUSIONS.

For the second time in the history of Rugby football, Wales, in 1900, secured the international championship and the Triple Crown together. As a Welshman I feel proud of my country's success. Before I pass on to deal with the achievements of last season I cannot resist the temptation to pause for a moment by the way, to look back upon the uphill struggle Wales had before she attained her previous great success in 1893. For years, gallant little Wales had taken her part in international contests, but never till then had she reached a position of proud pre-eminence at the head of the Rugby-playing countries. Often she had suffered reverses, crushing and humiliating, but in 1893, when the game was at the height of popularity, before there was any split in the Rugby camp, when every country sent to the field men whose names will live in the annals of football, she met and defeated, in turn, England, Scotland, and Ireland. Again in 1900 she has done the same. Yet we cannot say that history exactly repeated itself. In '93 two matches were played in Wales and one away; in 1900 two were played away and one at home (though, in reality, the Welsh team were more at home at Gloucester than the English fifteen, since Welsh clubs are regular visitors to the city on the Severn). In '93 each opponent of Wales played nine forwards and three three-quarters; in 1900 all the countries played the Welsh style. In '93 Wales beat England at Cardiff by a single point, after what was probably the most exciting international match ever played, whereas in 1900 the contest was not so keen, the score was not so close, and the play was not of such a brilliant and sensational character. But in two respects there were resemblances. In each season Wales reached the highest level of play against Scotland and the lowest against Ireland; in each year the Sons of Erin were beaten by a try. But whatever the differences and resemblances, the Welsh team in 1900 were the three victorious champions. That Wales thoroughly deserved the position to which she attained, no fair critic will deny. Not only in the matter of points scored was she far ahead of either of the other countries, but the general play stamped Wales as the leading country of the season. Let us review the matches played, and endeavour to draw a few conclusions from them. As Wales is at the top of the tree, it is especially interesting to look back to the first match of the international series—England v. Wales, at Gloucester.

This was the first international match ever played at Gloucester, and it was a great pity that the anticipation of the local committee, who had made very extensive arrangements for the accommodation of a great crowd, were not realised. The attendance was disappointing, and the play was not as good as had been expected. Wales won by three goals (one penalty) to 1 try, yet the match was anything but one-sided. It was not till half-way through the opening moiety that Wales scored through Helling, one of the forwards, who had just previously received a severe injury, which afterwards proved to be a broken arm. Early in the second half, England attacked very strongly, and as the result of passing Nicholson sprinted over the line. The try was not converted, so Wales still led by two points, as Bancroft had converted the Welsh try. After this, Wales, for the first time in the match, showed good combination and as the result of fine running and passing by Lloyd, Davies, and Trew, the last-named scored, and Bancroft placed another goal. Right at the close of the game England were penalised, and Bancroft dropped a goal from the touch-line at the 25 (just such a goal as he dropped against England in 1893, the year of the previous triple victory), and Wales won by 13 points to 3.

Three weeks later Wales met Scotland at Swansea, and of this match it is no exaggeration to say that never has a Scottish team made so poor a show against Wales, who won by 4 tries to 1 try. Fairly early in the game, W. Llewellyn scored, after a brilliant run following a fine round of passing. The game was chiefly in favour of Wales till near half-time, when Bancroft showed great slowness in holding, and Dykes rushed the ball past him and equalised for Scotland. But Wales soon showed that the advantage lay with her, and after some hot attacks, Nicholls scored from a cross pass by Llewellyn. This brought half-time, with Wales three points to the good. In the second half during which Wales attacked repeatedly, and Scotland defended most strenuously, Llewellyn scored once as the result of the passing, and W. H. Williams added the fourth try, through T. Best's falling, to touch down promptly.

THE 1899 CHAMPIONS.

Wales, who had thus taken part in the first two internationals of the season, and had won the first two matches, had a long rest before she played her last match, and the last of the season. In the meantime Ireland, the truly-victorious champions of 1899, had entered the field. Their first match destroyed once for all any chance of a second year in that of '99, for they went

with a similar effort, while before the first half was over Robinson had scored a try by following up a rush of the English forwards. Ireland opened the second half with a hot attack, but could not get through, and a fine round of passing by England led to Gordon Smith scoring again, while Robinson further increased the score, and Ireland were handsomely beaten by two goals (one dropped), 2 tries to 1 dropped goal. England had thus done something to improve her position and certainly showed materially improved form as compared with that against Wales, while Ireland found that her team was not all that could be desired.

The next meeting, at Dublin, on February 24, was between countries who had both been badly defeated in their opening matches, and it was not surprising to find changes in the fifteen. There were eight different men in the Scottish team, and six in the Irish; the men took the field in better condition, and the memory of defeat acted as an incentive to desperate effort. Both Ireland and Scotland pride themselves especially upon their forwards, and it was between the two packs that the battle lay. The game was a hard one, it was marked by much good play, but there was little of brilliance, and in the end neither side could claim advantage, for the result was a pointless draw. Practically the same criticism applies to Scotland v. England at Edinburgh, on March 10—it was a hard forward game of the old-fashioned kind, and neither side could pierce the defence of the other.

Then, on St. Patrick's Day, came the last Rugby international of the season—Wales v. Ireland at Belfast. The former team were already secure in possession of the championship, and it remained to be seen whether they would attain the further honour of victory all long the line. The first half was fought out closely, with much fine and much faulty play, but the interval was reached without score. In the second half, however, a piece of genuine Welsh combination was brought off, and it gave Wales the victory. Phillips, one of the halves, got the ball from the scrum, and, going straight for the line, beat his man, and passed to Nicholls. The centre went straight and beat the opposing three-quarter, so that by the time he faced the full back, as the other Welsh three-quarter had advanced in line with him, there were three Welshmen to face one Irishman. All that was necessary was a good pass—that was given, and Davies raced in. Ireland attacked very hotly after this and Lenia Magee made a desperate effort to win the game off his own bat, but the defence prevailed.

AN INTERESTING TABLE.

The following table (in which the usual league method of reckoning points has been adopted), shows the positions and achievements of the four countries:—

Played.	Won.	Lost.	Drawn.	G.	T.	Pts.	Pl.
1. Wales	3	3	0	0	3	28	6
2. England	3	1	1	2	3	18	3
3. Scotland	3	0	1	2	0	3	2
4. Ireland	3	0	2	1	0	4	1

Thus 1900 brought an important change in the position, since Ireland fell from the first place to the last, and England, instead of being at the bottom, rose to an honourable second. England is to be congratulated upon this improved record. Against Wales her forwards were comparatively weak, and that had a great bearing upon the issue, but against Ireland and Scotland far better form was shown, and the result of the season's play was such as to encourage the authorities of the Rugby Union. With regard to the position of Wales, the result of the matches proved that the Selection Committee, at the first attempt, selected a fifteen in which condence was justified. It is not a little remarkable that Wales played practically the same team in all three games, and but for accidents would have played the same men without exception. In the three-quarter line, the only alteration was Gwyn Nicholls for D. Rees. Nicholls was the original selection, but he did not return from the Anglo-Australian tour in time for the English match, so Rees played reserve. Then, in the English match, Helling, a forward, had his arm broken, and that prevented him from playing in the Scottish match, in which his place was taken by G. Dobson; prior to the Irish match, G. L. Lloyd was injured in playing for Kent, and Selwyn Biggs was called out of practical retirement to fill the gap. These were the only changes.

VALUE OF MATCH PRACTICE.

Now where at the first selection a really good team is chosen, it is to the advantage of that team that they should meet opponents who have not been previously tested. Had Wales been called upon to meet the first selected teams of the three countries, there is no doubt that she would have won the match with Ireland by more than a single try, while it is certain that had Wales been opposed by the Scottish team which met England, or the English team engaged in the same match, she would have had a far more difficult task than she had. As the international season goes on the fifteens are gradually strengthened (that is, unless they prove successful in the two opening matches); and there is no doubt that whereas the first English team lacked cohesion, especially among the forwards, it was greatly strengthened to meet Scotland, so that in the last encounter it was shown that England could still com-

mand a team worthy to wear the Rose. Take the case of Scotland, too. When they took the field against Wales their forwards were by no means at the level of ordinary Scotch packs—in fact, in all my experience, I have never seen a weaker Scottish forward team. They lacked the training necessary for such a game, and their lack of fire, coupled with the fact that the Welsh forwards were a really good lot, explained the numerous chances of putting the three-quarter in motion of which the Welsh halves availed themselves so finely. That England, Scotland, and Ireland gradually improved their fifteens as the season progressed is certain, and, in spite of accidents, they put in the field in their closing matches better teams than those which represented them in the opening games.

I do not propose to dwell with individual players in this article (that will be done in an article on "Great Players of the Present"), but speaking of the international teams as a whole, there is not the least doubt in my mind that the standard of international football in 1900, except in the case of Wales, was below the average level of the last ten years. There was less brilliance at all points, and though I feel that Wales as a whole was stronger in 1900 than in 1899, I cannot help thinking that for all-round ability the fifteen were not up to the level of the team who won the Triple Crown in 1893. My reason for saying this is that in that season the other countries were at their strongest. One has only to recall the names of the football giants who represented England, Scotland, and Ireland then to be convinced that the men of those days were better individually and collectively than their successors of to-day. At any rate, Wales reached the top of the tree in Rugby football in '99-'00, and there is no doubt that the honour was thoroughly earned. That Wales had the best fifteen and deserved victory in every match will be admitted by impartial critics who saw the games.

## NOTICES TO CONSIGNEES.

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H. A. L. Steamship.

"ATHESIA,"  
Captain Brunst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from along side. Optional Cargo will be forwarded unless notice to the contrary be given before the 12th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 P.M. No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 12th October, 1900. [2645]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer.

"TANTALUS"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2646]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGYLE	Brit. str.	—	Darke	McGregor Bros. & Gow	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBIAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	ACAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BEIJING, VIA PORTS OF CALL.	OLDENBURG	Ger. str.	—	H. Prager	MELCHERS & CO.	On 31st inst. at Noon.
MARSEILLES & LONDON	CANDIA	Brit. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	TAMBA MARU	Jap. str.	—	Flamin	NIPPON YUSEN KAISHA	On 2nd inst. at 1 p.m.
MARSEILLES, LONDON DIRECT	LAOS	Brit. str.	—	E. J. Cole	P. & O. S. N. Co.	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	MALTA	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, & C.	SANUKI MARU	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On 23rd inst.
HAYRE & HAMBURG	LAMBERG	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 2nd Nov.
HAYRE & HAMBURG	SARINIA	Ger. str.	—	Forsck	CARLOWITZ & CO.	On or about 18th Nov.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 2nd Dec.
TRIESTE, & C. VIA PORTS OF CALL.	MARQUIS BACQUEHEM	Aus. str.	—	A. Billafer	SANDER, WIELER & CO.	To-day, P.M.
NEW YORK VIA SUEZ CANAL	ASTORIA	Ger. str.	—	Hildebrandt	CARLOWITZ & CO.	To-morrow.
NEW YORK VIA SUEZ CANAL	ANAPA	Brit. str.	—	R. Archibald, R.N.R.	SHEWAN, TOMES & CO.	On or about 27th inst.
VANCOUVER, VIA SHANGHAI, & C.	EMPEROR OF CHINA	Brit. str.	—	M. J. Curlew	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & C. VIA SHANGHAI, & C.	IDZUMI MARU	Jap. str.	—	W. Watt	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
VICTORIA, B.C., & C. VIA SHANGHAI, & C.	BRAEMAR	Brit. str.	—	—	DODWELL & CO. LIMITED	On 10th Nov.
PORTLAND OREGON VIA JAPAN	MONMOUTHSHIRE	Brit. str.	—	—	T. M. STEVENS & CO.	On 24th inst.
SAN FRANCISCO VIA NAGASAKI, & C.	DORIC	Jap. str.	—	—	U. & O. S. N. Co.	On 27th inst.
SAN FRANCISCO VIA AMOY, & C.	NIPPON MARU	Aus. str.	—	—	TOYO KISEN KAISHA	On 7th inst.
SAN FRANCISCO VIA SHANGHAI, & C.	CITY OF RIO DE JANEIRO	Aus. str.	—	—	PACIFIC MAILS S. CO.	On 8th Nov. at Noon.
SAN DIEGO, & C. VIA SHANGHAI, & C.	GUTHRIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Nov.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 28th inst. at Daylight.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst. at 4 p.m.
KOBE	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th Nov. at Noon.
KOBE & YOKOHAMA	INADA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst. at Daylight.
YOKOHAMA & KOBE	SILEZIA	Aus. str.	—	—	SANDER, WIELER & CO.	To-day, at Noon.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th Nov. at Daylight.
SHANGHAI	SINGAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day.
SHANGHAI, CHEFOO & NEWCHWANG	CANTON	Ger. str.	—	—	SIEMSEN & CO.	To-morrow, at Noon.
SHANGHAI	LYKEMOON	Brit. str.	—	—	MELCHERS & CO.	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOKYO	Brit. str.	—	—	P. & O. S. N. Co.	On or about 22nd inst.
SHANGHAI & JAPAN	CANTON	Brit. str.	—	—	P. & O. S. N. Co.	On or about 26th inst.
SHANGHAI	COLOMANDEL	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	BAVERN	Ger. str.	—	—	MITSUI BUSSAN KAISHA	On 21st inst. at Daylight.
SWATOW, AMOY & TAIWAN	TAMBA MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 31st inst. at Daylight.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 24th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at 10 a.m.
AMOY & MANILA	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst. at 10 a.m.
MANILA VIA AMOY	SUNGKIANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 23rd inst. at 5 p.m.
MANILA DIRECT	MANILA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
MANILA, CEBU & HOLO	KAIFONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst. at Noon.
MANILA	CHANGSHA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst. at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	—	—	—

## SHIPPING.

**ARRIVALS.**  
Oct. 16, HATINO, French str., 750, Bast, Hai-phong 13th October and Hoihow 14th, General.—A. R. MACRY.  
Oct. 16, JACOB DIEDERICKSEN, German str., 621, A. Riecke, Oihing (Tien-jen wan) 11th Oct., Ballast, JENSEN & CO.  
Oct. 17, CHINGTU, British steamer, 2,390, J. E. Williams, Moji 12th October, Coals.—BUTTERFIELD & SWIRE.  
Oct. 17, SERBIA, German str., 2,376, F. Sachs, Japan 12th Oct., Coals.—SIEMSEN & CO.  
Oct. 17, GLENFALLOCH, British str., 1,434, Bainbridge, Penang 6th Oct. and Singapore 9th, General.—CHINESE.  
Oct. 17, KACHIDATE MARU, Jap. str., 2,143, Fusiki, Moji 12th Oct., Coals.—MITSUBI BUSSAN KAISHA.  
Oct. 17, HEBI CHI, British str., 1,385, Klonfer, Canton 17th Oct., General.—CHINESE.  
Oct. 17, MARIETTA, Aus. gunboat, 1,900, E. H. Ghoe, Swatow 16th October.  
Oct. 17, CHONGSANG, British str., 1,194, Bowker, Shanghai via Swatow 14th Oct., General.—JARDINE, MATHESON & CO.  
Oct. 17, GLENFLOCH, British str., 2,290, H. Hill, Singapore 10th Oct., Coals.—ORDER.  
Oct. 17, TELEMACHUS, British steamer, 1,379, Sawyok, Java 13th Oct., Sugar.—BUTTERFIELD & SWIRE.  
Oct. 17, BAYERN, German str., 3,128, H. Blocker, Bremen and Singapore 12th Oct., Mails and General.—MELCHERS & CO.

## CLEANANCES.

At the Harbour Master's Office, 17th October.  
Oli, British str., for Moji.  
Tuisan, Aus. str., for Hai-phong.  
Fushan, British str., for Shanghai.  
Yorhime Maru, Japanese str., for Karatsu.  
Serbia, German str., for Singapore.  
Hatching, British str., for Swatow.  
Elin Branch, British str., for Kutchinotzu.  
Asping Maru, Japanese str., for Swatow.

## DEPARTURES.

Oct. 16, ASHURF, British trst., for Bombay.  
Oct. 16, EASTERN, British str., for Shanghai.  
Oct. 17, SACHSEN, German str., for Europe.  
Oct. 17, CHINA, German str., for Saigon.  
Oct. 17, TAICHONG, German str., for Hongkong.  
Oct. 17, LEGAZPI, Aus. str., for Manila.  
Oct. 17, MORGUT, German str., for Bangkok.  
Oct. 17, MARIETTA, Aus. gunboat, for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Canton, Canton River, Adamastor, Gwalior, Elektra, Elita Nossack.  
COSMOPOLITAN DOCK.—Stanfield.

## SHIPPING REPORTS.

The British steamer *Chingtu*, from Moji 12th Oct., had strong N.E. winds until arrival.  
The American gunboat *Marietta*, from Swatow 16th Oct., had fine weather with strong N.E. monsoons.  
The British steamer *Telemachus*, from Java 3rd Oct., had light N.E. winds as far as lat. 14 N.; from thence N.E. gales with a heavy sea to port.  
The British steamer *Choyang*, from Shanghai 14th Oct. and Swatow 16th, had fresh monsoon breeze and high sea to Swatow. From Swatow to port fresh monsoon breeze and high sea.

## VESSELS ON THE BERTH

AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

## STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship

## "SILEZIA."

Captain P. Craghietto, will leave for the above place TO-MORROW, the 19th inst. at Noon.  
For Freight or Passage, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 13th October, 1900. [6]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

## "CANTON."

Captain Lawrence, will be despatched as above TO-MORROW, the 19th inst. at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 16th October, 1900. [2685]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI.

THE Company's Steamship

## "SINGAN."

Captain Jamieson, will be despatched as above TO-DAY, the 18th inst.

## "BUTTERFIELD &amp; SWIRE."

For Freight or Passage, apply to  
Agents.  
Hongkong, 17th October, 1900. [2672]

## AUSTRIAN-LOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through rates to the Brazils, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS).

## THE Company's Steamship

## "MARQUIS BACQUEHEM."

Captain A. Billafer, will be despatched as above TO-DAY, the 18th inst. p.m., instead of as previously advertised.

## For information as to Passage and Freight, apply to

## SANDER, WIELER &amp; CO., Agents.

Hongkong, 12th October, 1900. [2384]

## FOR SHANGHAI.

THE Steamship

## "LYEEMOON."

Captain G. Henemann, will be despatched for the above port TO-MORROW, the 19th inst. at 4 p.m.

## This Steamer has superior accommodation for First and Second Class Passengers.

## For Freight or Passage, apply to

## SIEMSEN &amp; CO.

Hongkong, 16th October, 1900. [2667]

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERIKA LINIE HAMBURG.)

## FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

## "ASTORIA."

Capt. Hildebrandt, will be despatched for the above port TO-MORROW, the 19th inst.

## For Freight, apply to

## CARLOWITZ &amp; CO., Agents.

Hongkong, 16th October, 1900. [2317]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAYRE, BORDEAUX.

## PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 22nd October, 1900, at 1 p.m., the Company's Steamship "LAOS," Captain Flamin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 21st October. (Parcels are not to be placed on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th October, 1900. [2]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th Oct., 1900  
"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 21st Nov., 1900  
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder Street.

Hongkong, 29th September, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND LONDON

STEAMERS. DESTINATIONS. TO SAIL ON. REMARKS.

CANDIA { A. W. Symes, R.N.R. { About 18th Oct. { Freight only.

SHANGHAI { COLOMANDEL { About 26th Oct. { Freight or Passage.

SHANGHAI and JA-PAN { C.F. Lockstone, R.N.R. { About 26th Oct. { Freight or Passage.

MARSEILLES and LONDON DIRECT { F. J. Cole { Noon, 27th Oct. { See Special Advertisement.

LONDON { BOMBAY { About 1st Nov. { Freight or Passage.

For Further Particulars, apply to  
A. N. MARSHALL, Acting Superintendent.

Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ASTORIA { NEW YORK VIA SUEZ CANAL { On 19th October. { Freight.

BAMBERG { HAYRE & HAMBURG { On 23rd October. { Freight.

SARNIA { HAYRE & HAMBURG { About 2nd November. { Freight and Passage.

SUEVIA { HAYRE & HAMBURG { About 18th November. { Freight.

AMBRIA { HAYRE & HAMBURG { About 2nd December. { Freight.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO., Agents.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTANPFAHRDIENST.

Hongkong, 11th October, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Truebridge	November 30
QUEEN ADELAIDE	2,832	F. McNeil	December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £52.

Excellent accommodation. First class Table. DOCTOR and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £35.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 10th October, 1900.

[10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.



## VESSELS ON THE BERTH

**IMPERIAL GERMAN MAIL LINE.**  
**STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**  
**THE Imperial German Mail Steamship**  
**"BAYERN,"**  
 OF THE NORDDEUTSCHER LLOYD, Captain H. Blecker, due here with the outward German Mail about the 17th instant, will leave for the above ports about 24 hours after arrival.  
 For Further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 15th October, 1900. [2]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR AMOY AND MANILA.**  
**THE Company's Steamship**

**"SUNGKIANG"**  
 Captain Moore, will be despatched as above on SATURDAY, the 20th inst., at 10 A.M. For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 15th October, 1900. [2654]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**  
**THE Company's Steamship**

**"SUNGKIANG"**  
 Captain Moore, will be despatched as above on SATURDAY, the 20th inst., at 10 A.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 15th October, 1900. [2596]

**FOR PORTLAND, OREGON VIA JAPAN.**

**(Booking Cargo for SAN FRANCISCO and OVERLAND PORTS).**

**THE A.I. Steamship**

**"MONMOUTHSHIRE"**  
 will be despatched on or about the 20th inst. For Freight or Passage, apply to  
**T. M. STEVENS & CO.,**  
 Agents.  
 Hongkong, 3rd October, 1900. [2570]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR SWATOW, AMOY, AND TAMSUI.**  
**THE Company's Steamship**

**"TAMSUI MARU"**  
 Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
 Agents.  
 Hongkong, 15th October, 1900. [15]

**OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.**

**TAKING CARGO AND PASSENGERS TO JAPAN THE UNITED STATES.**

**MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**

**DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.**

**ORFIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.**

**GARLIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.**

**THE Company's Steamship "DORIC"**  
 will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd October, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 28th September, 1900. [14]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR KOBE.**  
**THE Company's Steamship**

**"CHANGSHA"**  
 Captain Moore, will be despatched as above on TUESDAY, the 23rd October.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 5th October, 1900. [2585]

## VESSELS ON THE BERTH

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
**PAQUEBOTS-POSTE FRANÇAIS.**  
**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
**THE Company's Steamship**

**"TONKIN."**  
 Captain Vaquier, will be despatched for the above ports on or about MONDAY, the 22nd instant.  
 For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent.  
 Hongkong, 16th October, 1900. [2]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR SAMARANG AND SOERABAYA.**  
**THE Company's Steamship**

**"SHANTUNG."**  
 Captain Quail, will be despatched as above on TUESDAY, the 23rd instant.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 13th October, 1900. [2647]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR FOCHOW VIA SWATOW AND AMOY.**  
**THE Company's Steamship**

**"AKASHI MARU"**  
 Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.  
 For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
 Agents.  
 Hongkong, 11th October, 1900. [2524]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

**THE Steamship**

**"GUTHRIE."**  
 Captain McArthur, will be despatched for the above ports on FRIDAY, the 25th inst., at DAYLIGHT.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 5th October, 1900. [2593]

**TOYO KISEN KAISHA.**

**TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**

**NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.**

**AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.**

**HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.**

**THE Twin-Screw Steamship**

**"NIPPON MARU"**  
 will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. the day prior; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

**IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.**

**PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.**

**TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.**

**THE UNITED STATES S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.**

**THE Steamship "CARLEISLE CITY"**  
 will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [5]

## VESSELS ON THE BERTH

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

**THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.**  
**THE Company's Steamship**

**"MALTA."**  
 Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.  
 Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
 Shippers are particularly requested to note the terms and conditions of this Company's Bills of Lading.  
 For further particulars, apply to  
**A. M. MARSHALL,**  
 Acting Superintendent.  
 Hongkong, 16th October, 1900. [1]

**U.S. MAIL LINE.**

**PACIFIC MAIL STEAMSHIP COMPANY.**

**VIA INLAND SEA OF JAPAN AND HONOLULU.**

**PROPOSED SAILINGS FROM HONGKONG.**

**CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at NOON.**

**CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.**

**CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.**

**THE Company's Steamship "CITY OF RIO DE JANEIRO"**  
 will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. the day prior; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

**CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.**

**IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.**

**PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.**

**TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.**

**THE UNITED STATES S.S. "CARLEISLE CITY" On 20th Nov. 3,002 Tons.**

**THE Steamship "CARLEISLE CITY"**  
 will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN, Agent.

Hongkong, 8th October, 1900. [5]

## VESSELS ON THE BERTH

**SHEWAN, TOMES & CO.'S NEW YORK LINE.**  
**FOR NEW YORK VIA SUEZ CANAL.**  
**THE Steamship**

**"ANAPA"**  
 will be despatched for the above port on or about the 27th October, 1900.  
 For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
 Agents.  
 Hongkong, 16th October, 1900. [2497]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA, CEBU AND ILOILO.**  
**THE Company's Steamship**

**"KAIFONG."**  
 Captain Pennefather, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 15th October, 1900. [2658]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**

**FOR SWATOW, AMOY, AND TAIWANFOO.**  
**THE Company's Steamship**

**"ANPING MARU"**  
 Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
 Agents.  
 Hongkong, 17th October, 1900. [1443]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.**  
**THE Company's Steamship**

**"CHANGSHA."**  
 Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
 A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
 N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
 For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 5th October, 1900. [2586]

**CHINA NAVIGATION COMPANY, LIMITED.**

**FOR MANILA**  
**THE Company's Steamship**

**"CHANGSHA."**  
 Captain Moore, will be despatched as above on MONDAY, the 23rd November, at NOON.  
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
 For Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, 5th October, 1900. [2587]

**NATAL LINE OF STEAMERS.**

**THE Undersigned GENERAL AGENTS**  
 in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all principal ports in SOUTH AFRICA, in connection with EXPO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
 For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
 General Agents for China and Japan.  
 Hongkong, 4th August, 1897.

**NOT RESPONSIBLE FOR DEBTS.**

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong:—

STATE OF MAINE, American ship, Colcord—Standard Oil Co.

**HONGKONG.**

**STRAMERS.**

Anping Maru, Jap. str., 1,058, Atsuni, Oct. 13, Mitsui Bussan Kaisha

Bayern, German str., 3,128, Bloeker, Oct. 17, Melchers & Co

Canton, British str., 1,101, Lawrence, Sept. 13, Jardine, Matheson & Co

Changsha, British str., 2,369, Williams, Oct. 17, Butterfield & Swire

Chowfa, Ger. str., 1,155, Williamson, Oct. 15, Melchers & Co

Choysang, British str., 1,194, Bowker, Oct. 17, Jardine, Matheson & Co

Deuteros, German str., 1,001, Petersen, Oct. 12, Siemssen & Co

Devavongse, German str., 1,200, Fextar, Oct. 16, Butterfield & Swire

Doric, British steamer, 4,575, Smith, Oct. 12, O. & U. S. S. Co

Elektra, Austrian str., 1,992, Ivovich, Oct. 14, Sander, Wieler & Co

Elba, German str., 1,163, Bruhn, Oct. 9, Butterfield & Swire

Elm Branch, British str., 2,065, Hiff, Oct. 13, M. B. Kaisha

Empress of China, British str., 3,003, Archibald, Oct. 2, C. P. R. Co

Ennerghia, British str., 2,069, Chaplin, Oct. 1, Butterfield & Swire

Fushun, British steamer, 1,500, Lum, Oct. 9, Chinese

Glanfalloch, British str., 1,434, Bainbridge, Oct. 17, Chinese

Glenloch, British steamer, 2,209, Hill, Oct. 17, Order

Haiching, British str., 1,267, Hall, Oct. 10, Douglas Lapraik & Co

Hasting, French steamer, 750, Bast, Oct. 17, A. E. Martv

## VESSELS ON THE BERTH

Main Chi, British str., 1,385, Klopfer, Oct. 17, Chinese

Idami Maru, Jap. str., 2,367, Carnow, Oct. 15, Nippon Yusen Kaisha

Jacob Diederichsen, Ger. str., 623, Riecke, Oct. 17, Jensen & Co

Kachibito Maru, Jap. str., 2,143, Fusaki, Oct. 17, M. B. Kaisha

Kasuga Maru, Jap. str., 3,819, Haswell, Oct. 16, Nippon Yusen Kaisha

Katsang, British str., 1,640, Bradley, Oct. 15, Jardine, Matheson & Co

Leosok, German str., 1,020, Jackson, Oct. 14, Butterfield &



